

**REMARKS**

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated March 23, 2004, claims 1-20 are pending in the application. Applicants respectfully request the Examiner to reconsider the rejections of the claims.

The oath or declaration stands defective because the oath did not include the date signed by the inventors. Applicants submit herewith the declaration, identified with the application number and date of filing, showing the date signed by the inventors.

Claim 17 stands objected to for an informality. Applicants have amended claim 17 to refer to "provider" rather than "provide." Applicants believe that this amendment overcomes this rejection.

Claims 8-16 stand rejected under 35 U.S.C. §112, second paragraph, as being indefinite. Claim 8 has been amended to remove the word "in." Applicants believe that this amendment clarifies the claim and thus the §112 rejection should be overcome.

Claims 1-20 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Taylor* (US Publication 2003/0169181).

Claim 1 is directed to a vehicle within a network. Claim 1 has been amended to recite that the vehicles within a network are interconnected vehicles. The vehicle includes a positioning system that generates a vehicle position signal, a transmitter communication the vehicle position signal to the plurality of vehicles within the vehicle network. A receiver receives location-specific information from a communications network outside the vehicle network and the transmitter couples the

location-specific information to the network. A network controller maintains a vehicle network connection with each of the plurality of vehicles in the vehicle network in response to the vehicle position signal. Applicants respectfully submit that claim 1 as amended is not taught or suggested in the *Taylor* reference. The *Taylor* reference illustrates a communications system that has an emergency vehicle 10 as is illustrated in Fig. 1. The emergency vehicle 10 broadcasts various information to the receiving units (RU) in response to the location from the transmitting unit or EV. In other embodiments the EV has been replaced by a stationary transmitting device that also communicates with receiving units. However, the stationary device communicates with the receiving units within a certain distance. One significant difference between the claims of the present invention and the *Taylor* reference is that the transmitting unit communicates directly with the receiving units. The receiving units do not communicate with each other in a network. As is recited in paragraph 6 of the present application, "One advantage of the invention is that location-specific information is more quickly provided to the vehicles within the vehicle network. That is, less repetition is required by the telematics provider and the cost of providing such information is reduced." The transmitting unit does not have to transmit to each of the other vehicles as is done in the *Taylor* reference. In the present application, only one of the vehicles in the communication network needs to be coupled to the communication system. Thereafter, the information is provided within the network for each of the vehicles. In a large system it is contemplated that several vehicle networks may be present. The communication logistics of providing various types of information from a single transmitting unit illustrate that the present application is advantageous. Applicants

respectfully submit that the *Taylor* reference does not teach a vehicle network having a plurality of interconnected vehicles. *Taylor* does not teach or suggest that any of the receiving units communicates with anything other than the transmitting unit or EV 10. That is, no information is provided regarding receiving unit 14A to any other of the receiving units through the transmitting unit. Therefore, no vehicle network is provided. The receiving units appear to communicate directly with the transmitting unit. A receiver within the vehicle receives specific vehicle information from a communication network outside of the vehicle network and the transmitter couples the location-specific information to the network. This is not taught or suggested in the *Taylor* reference. Furthermore, it would not be obvious to modify the *Taylor* reference in such a manner. The *Taylor* reference is directed to providing emergency information to various receiving units based on the distance therefrom. Therefore, no teaching or suggestion is provided for communicating various information through a vehicle network to each of the receiving units.

Claim 8 is directed to a communication system having a plurality of vehicles in communication forming a wireless network therebetween in the *Taylor* reference. Also, the telematics system is coupled to the vehicle network through the communications network. The telematics system generates location-specific information and couples the location-specific information to the wireless vehicle network through the communication network so the vehicle information is provided to each of the plurality of vehicles in the vehicle network. Applicants respectfully submit that this clause is also not taught or suggested in the *Taylor* reference. Location-specific information is provided to the transmitting unit. However, the information is not coupled

to a network to advantageously reduce the amount of communications provided through the transmitting unit as described above with respect to claim 1. Therefore, applicants respectfully request the Examiner to reconsider claim 8.

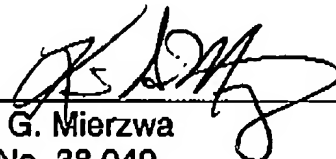
Claim 17 is directed to a method of operating a communication network. The first claim is "generating communication signals among a plurality of vehicles to form a wireless network therebetween." As mentioned above, applicants respectfully submit that the *Taylor* reference does not form a wireless network between a plurality of vehicles. The transmitting unit merely provides a way of communicating to each of the receiving units and does not communicate or allow communication between various receiving units. Claim 17 further recites, "transmitting location-specific information from the telematics provider to the wireless network and distributing the location-specific information among the plurality of vehicles within the wireless network." As mentioned above, applicants respectfully believe that this is not taught or suggested in the *Taylor* reference. Therefore, applicants respectfully request the Examiner for reconsideration of claim 17.

Claims 2-7, 9-16, and 18-20 are dependent upon claim 1 and are therefore believed to be allowable for the same reasons set forth above.

In light of the above amendments and remarks, applicants submit that all rejections are now overcome. The applicants have added no new material to the application by these amendments. The application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to D posit  
Account 06-1510.

Respectfully submitted,



Kevin G. Mierzwa  
Reg. No. 38,049  
28333 Telegraph Road  
Suite 250  
Southfield, MI 48034  
(248) 223-9500

Date: \_\_\_\_\_

6-15-04